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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

COUNTRY USSR/Germany

DATE DISTR. 22 Jun 1951

SUBJECT Rudolstadt Drivers School

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PLACE ACQUIRED [REDACTED]

NO. OF ENCLS. 1  
(LISTED BELOW) (A)

DATE ACQUIRED [REDACTED]

SUPPLEMENT TO  
REPORT NO.

DATE OF IN [REDACTED]

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THIS IS UNEVALUATED INFORMATION

1. The divisional drivers school [REDACTED] was located in the center of Rudolstadt, Germany, but I am unable to pinpoint it on a city plan. I don't know the designation of the division to which the school was assigned, but members of the 112th, 117th and 120th Rifle Regiments were taking the course [REDACTED]. There were about 120 men [REDACTED], divided up into four platoons, each commanded by a lieutenant. The entire course lasted about six months.
2. In the Soviet Army, chauffeurs are divided into three classes. A chauffeur third class may drive only jeeps and trucks. A chauffeur second class is permitted to drive ambulances, fire engines, tractors and sedans. A chauffeur first class may drive any vehicle, must be able to make major repairs and act as an instructor. [REDACTED]
3. During the first three months of the course we studied first echelon maintenance which consisted of checking the water, battery, gas, lights, and repair of tires and radiators of vehicles. During the second three months, we were given instruction in electrical wiring systems, carburetor repair and operation and nomenclature of the various parts of the motor, including the transmission and differential.
4. The school used three Studebaker two and a half ton trucks, five ZIS (Zavod Imenii Stalina) three ton trucks, and one Willys jeep. I don't know what loads any of these trucks could carry. Practice runs were taken every fourth day. We would start out at 0800 hours in the morning and return to the school at 1400 hours. A vehicle would usually carry one instructor and six students. After each student had received an hour's instruction in driving, the trucks would return to the school. This procedure was repeated in the afternoon, but only three students accompanied the instructor. I can't remember what distances we covered during these runs, [REDACTED] in Rudolstadt and the immediate vicinity.
5. Our daily schedule was as follows:

Reveille.....	0600 hours	Rest period.....	1500 hours
Calisthenics.....	0607 "	Classes.....	1630 "
Morning toilet.....	0630 "	Homework.....	1830 "
Inspection and roll call	0645 "	Supper.....	2000 "
Breakfast.....	0700 "	Free period.....	2100 "
Classes.....	0730 "	Roll call.....	2245 "
Dinner.....	1400 "	Taps.....	2300 "

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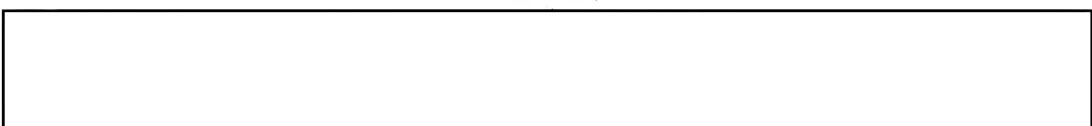
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6. The quality of tires on the vehicles was good. A rectangular box with a black border, used for redaction.

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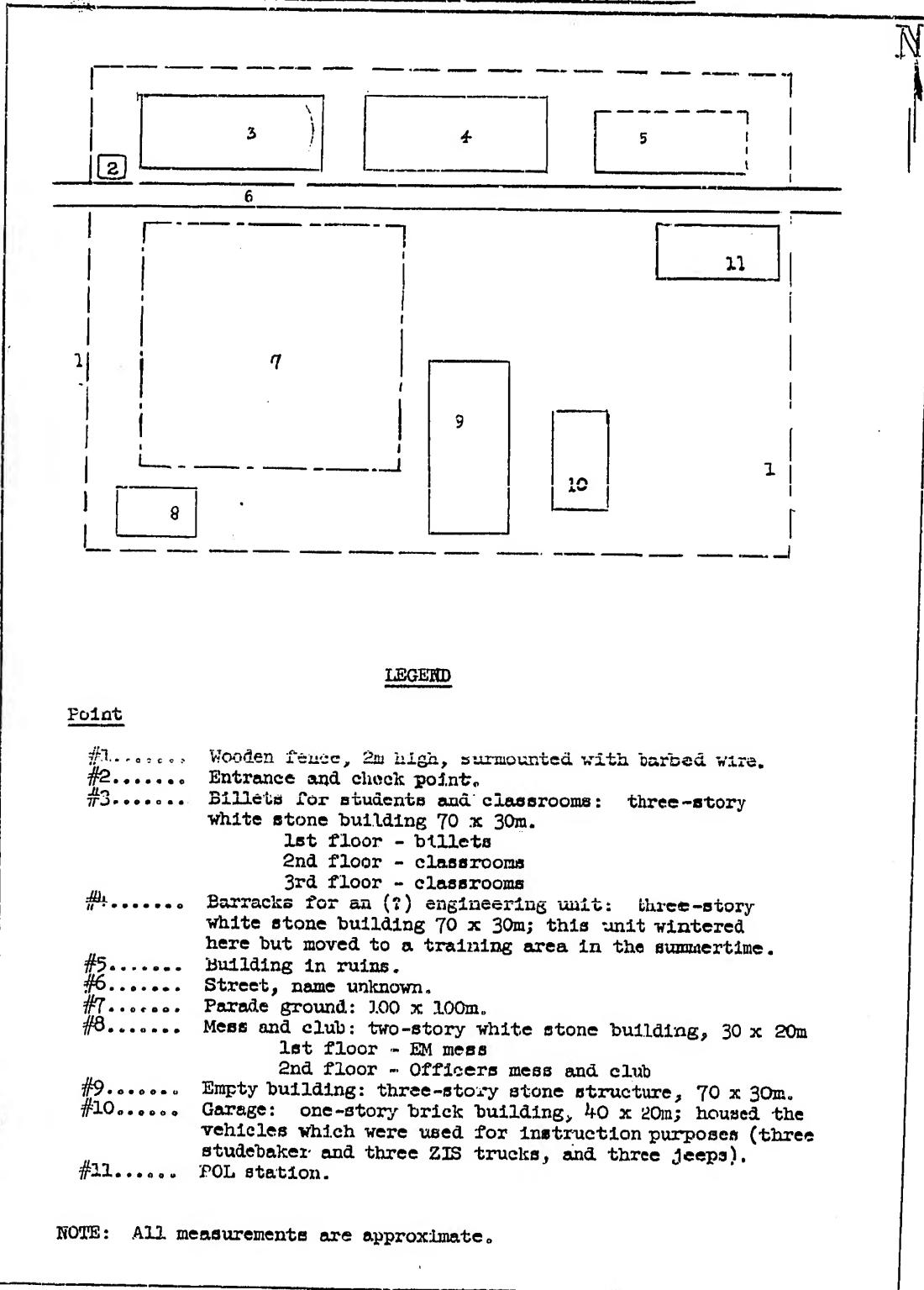
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ENCLOSURE (A): A sketch and legend of the Divisional Drivers School in Rudolstadt.

DIVISIONAL DRIVERS SCHOOL IN RUDOLSTADT



LEGEND

Point

- #1..... Wooden fence, 2m high, surmounted with barbed wire.
- #2..... Entrance and check point.
- #3..... Billets for students and classrooms: three-story white stone building 70 x 30m.
  - 1st floor - billets
  - 2nd floor - classrooms
  - 3rd floor - classrooms
- #4..... Barracks for an (?) engineering unit: three-story white stone building 70 x 30m; this unit wintered here but moved to a training area in the summertime.
- #5..... Building in ruins.
- #6..... Street, name unknown.
- #7..... Parade ground: 100 x 100m.
- #8..... Mess and club: two-story white stone building, 30 x 20m
  - 1st floor - EM mess
  - 2nd floor - Officers mess and club
- #9..... Empty building: three-story stone structure, 70 x 30m.
- #10..... Garage: one-story brick building, 40 x 20m; housed the vehicles which were used for instruction purposes (three studebaker and three ZIS trucks, and three jeeps).
- #11..... FOL station.

NOTE: All measurements are approximate.